

27/05/2019  
C160mari

## **SCHEDULE 7 TO CLAUSE 43.04 DEVELOPMENT PLAN OVERLAY**

Shown on the planning scheme map as **DPO7**.

### **BRADMILL PRECINCT WEST YARRAVILLE**

This schedule applies to a triangular parcel of land bound by Francis Street to the north, McIvor Reserve to the east and Newport Goods Railway Line to the southwest.

#### **1.0**

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#### **Objectives**

None specified.

#### **2.0**

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#### **Requirement before a permit is granted**

A permit may be granted before a development plan has been approved for the following:

- Any earthworks associated with the remediation of the land in accordance with or for the purpose of obtaining a Certificate or Statement of Environmental Audit under the *Environment Protection Act 1970* provided the works are carried out in accordance with a Construction Management Plan prepared in accordance with this Schedule;
- The construction of that part of any building which is associated with the remediation of the land in accordance or for the purpose of obtaining with a Certificate or Statement of Environmental Audit under the *Environment Protection Act 1970* provided the works are carried out in accordance with a Construction Management Plan prepared in accordance with this Schedule;
- The removal of any building for the purpose of remediation of the land in accordance with a Certificate or Statement of Environmental Audit under the *Environment Protection Act 1970* provided the works are carried out in accordance with a Construction Management Plan prepared in accordance with this Schedule;
- Subdivision of land, provided that the subdivision is the re-subdivision of the land and the number of lots is not increased;
- Removal or creation of easements or restrictions.

#### **3.0**

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#### **Conditions and requirements for permits**

Except for a permit issued as provided for under Clause 2.0, a permit must contain conditions or requirements which give effect to the provisions and requirements of the approved Development Plan.

A permit must also contain the following conditions, where appropriate:

##### **Open Space**

All land identified as public open space in the approved Development Plan must be either transferred to or vested in Council prior to the completion of the development of the land.

##### **Integrated Transport Plan**

Prior to commencement of the development permitted by this permit the recommendations set out in the Integrated Transport Plan that forms part of the approved Development Plan must be implemented to the satisfaction of the responsible authority and the Director of Public Transport, Department of Transport.

### **Road Design Plan**

Prior to commencing the use of any stage of the development, the development requirements and works as detailed in the Road Design Plan relating to the new north–south road adjoining McIvor Reserve, including intersection treatments at Fogarty Avenue and Francis Street and the re-design of Francis Street to incorporate a central median must be completed to the satisfaction of the responsible authority.

Detailed engineering plans and computations based on the Road Design Plan, must be prepared for the approval of the responsible authority.

### **Adverse Amenity Impacts**

The development must implement any recommendations set out in the various report(s) prepared pursuant to the requirement at Clause 4.0 (Adverse Amenity Impacts Requirements) of this Schedule to the satisfaction of the responsible authority.

### **Conservation Management**

Prior to the commencement of any development on land affected by a Heritage Overlay, plans and/or any necessary reports demonstrating how the development will implement the recommendations set out in the Conservation Management Plan forming part of the approved Development Plan must be submitted to the satisfaction of the responsible authority. Once approved the plans and/or reports will form part of the permit.

### **Design Guidelines**

Prior to the commencement of any stage of the development, design guidelines must be provided to the satisfaction of the responsible authority. The Design Guidelines must be generally consistent with the Residential Design Guidelines forming part of the approved Development Plan for the land. The Design Guidelines are to specifically address:

- Building heights and setbacks;
- Fencing height and form;
- Car parking provision and location of garages, carports, car spaces and garage doors;
- Building materials and architectural styles throughout the site;
- Siting and orientation of buildings having regard to passive energy efficiency techniques; and
- Interface treatments to Francis Street, McIvor Reserve and the Newport rail line.

Once approved, the Design Guidelines will form part of the permit.

### **Construction Management Plan**

Prior to the commencement of any stage of the development, a detailed Construction Management Plan (CMP) must be prepared to the satisfaction of the responsible authority. The CMP must be generally consistent with the CMP forming part of the approved Development Plan and specifically address the potential detrimental affects on the amenity of the area during demolition and construction activities. Once approved, the CMP will form part of the permit.

### **Signalisation of Richards Street Intersection**

Prior to the occupation of the development permitted by this permit (for the development of the stage that includes the construction of the north-south road opposite Richards Street), the owner must construct traffic lights at the Richards Street intersection in accordance with the plan approved by VicRoads to the satisfaction of VicRoads and the responsible authority, if the construction of such traffic lights has been first approved by VicRoads, following any further traffic assessments.

**4.0**27/05/2019  
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A Development Plan must be generally in accordance with the background document Bradmill Precinct West Yarraville Indicative Development Plan dated July 2008 forming part of this Schedule to the satisfaction of the responsible authority. Preparation of the Development Plan must have regard to the Bradmill Precinct West Yarraville Urban Design Principles and Interface Guidelines - MGS Architects and Tract Consultants (July 2008).

A Development Plan must be prepared for at least all land which is in common or related ownership. The responsible authority may agree to any part of that land being subject to a separate development plan.

**Supporting Information Requirements**

The Development Plan must include the following documents, reports, guidelines and plans, prepared to the satisfaction of the responsible authority:

**Planning Report**

A planning report must be prepared to the satisfaction of the responsible authority that includes;

- How the proposed development plan will meet the requirements of Clause 56 of the Scheme.
- Demonstrates how the recommendations of the Adverse Amenity Impact Report, Conservation Management Plan, Environmental Audit, and Ecological Sustainable Design Strategy and Action Plan have been incorporated into the proposed development of the land.

**Site Master Plan**

A Site Master Plan must be provided including urban design principles and an indicative staging plan to identify the proposed sequencing of development.

**Traffic Management Plan**

A Traffic Management Plan (TMP) prepared to the satisfaction of the responsible authority and VicRoads.

The TMP must provide the following details:

- The likely traffic generation of the proposed development;
- The likely traffic impacts of the proposed development on the land and the broader road network;
- A road safety audit of the design and proposed traffic management measures and incorporating the recommendations;
- The proposed north-south road adjoining McIvor Reserve including intersection treatments at Fogarty Avenue and Francis Street and the re-design of Francis Street;
  - Recommended car parking rates and the location of car parking for the neighbourhood activity centre and associated uses, medium to high density residential precincts, on street, and community services (library, childcare, etc);
  - Road layout, road widths and reserves and site access;
  - The design of the footpaths, bicycle paths and shared pathways network;
  - Internal and external intersections, performance and treatments;
  - Traffic management measures and signalisation;
  - Traffic management for the neighbourhood activity centre precinct;
  - Public transport routes and stops within the site and surrounds;
  - Access way and pedestrian connections to McIvor Reserve (north & south end) from the proposed north-south road adjoining McIvor Reserve.

- Details of the proposed road network, including the design of the new north-south road to be constructed adjacent to McIvor Reserve, including intersection treatments at Fogarty Avenue and Francis street and the re-design of Francis Street to incorporate a central median;
- Details of connections from the proposed road network to existing roads and means of vehicular ingress and egress from the site to surrounding roads;
- Potential future access way and pedestrian connections to McIvor Reserve;
- The impact of the proposed Metropolitan Fire Bridge station.

### **Integrated Transport Plan**

An Integrated Transport Plan (ITP) to the satisfaction of the responsible authority and the Department of Transport. The plan must provide the following details:

- The expected demand for travel by people who will live, work or visit the site and target transport mode split to encourage walking, cycling and use of public transport by future residents;
- An implementation plan which identifies:
  - A schedule of initiatives (e.g. behavioral change program, way-finding strategies) that will be undertaken to encourage walking, cycling and use of public transport by future residents;
  - Provision for ongoing monitoring and review of the implementation of the plan;
  - Responsibilities for ongoing implementation of the ITP including timing of proposed works relative to the staging of the development;
  - Contributions to be made by the owner to the preparation, monitoring and implementation of the plan including the reasonable cost of works made necessary by the development;
  - The timing, method and security for payment of any contribution;
  - Existing and proposed bus routes, public transport stops and infrastructure (e.g. shelters, indented bay/s, signage, pedestrian crossings and potential locations for car sharing facilities) within the site and surrounds;
  - Existing and proposed pedestrian and bicycle paths and bicycle parking, including connections to bus stops;
  - Details of any proposed public transport, bicycle or pedestrian works on the site and adjoining and nearby areas;
  - Details of proposed traffic management and controls works on the land and nearby roads;
  - Car parking for the neighbourhood activity centre, medium to high density residential precincts, community services (Library, child care, etc);
  - New resident awareness and education program.

### **Road Design Plan**

A Road Design Plan must be prepared by a suitably qualified person(s) to the satisfaction of the responsible authority. The Road Design Plan must set out engineering details relating to the proposed north-south road adjoining McIvor Reserve including intersection treatments at Fogarty Avenue and Francis Street and the re-design of Francis Street to incorporate any central median.

The Road Design Plan must provide the following details:

- Design of the proposed north-south road adjoining McIvor Reserve including intersection treatments at Fogarty Avenue and Francis Street and the re-design of Francis Street to incorporate a central median;
- The design must consider the activities on McIvor Reserve and setbacks from existing and proposed buildings and provide appropriate design and safety solutions to limit any impacts;

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- Design requirements as specified by VicRoads with regard to Francis Street and associated intersection treatments;
- A detailed survey plan indicating the area of land within McIvor Reserve to be used for the proposed road reservation;
- Access way and pedestrian connections to McIvor Reserve (north & south end) from the proposed north-south road adjoining McIvor Reserve;
- A road safety audit of the design;
- How the recommendations of the road safety audit have been incorporated;
- Existing and proposed easements, underground and above ground services;
- Relocation of any underground and above ground services;
- The potential for undergrounding of above ground services;
- On street car parking;
- Provision for service vehicles and buses;
- Traffic management devices to control traffic volumes and speed;
- The design of the footpaths, bicycle paths and shared pathways network;
- Drainage of the road reserve and car parking;
- Drainage design requirements as specified by Melbourne Water;
- Design and location of street lighting and fencing;
- Road signage and line marking;
- Traffic management procedures and strategies to discourage non-local traffic from passing into or through the local street network and to control traffic speeds and volumes in and around the site.

### **Landscape Concept Plan**

A Landscape Concept Plan must be provided which includes:

- An overall landscape master plan for the land in the Development Plan, including a street tree master plan for the land and proposed north–south road adjoining McIvor Reserve and Francis Street central median;
- A survey of existing trees and an assessment of trees worthy of retention and outline the most appropriate method to protect them;
- Landscape concepts for proposed public open space, including the open space boulevard positioned through the centre of the site;
- Typical street cross-sections;
- A written description of the management of all reserves, landscaping areas and water sensitive urban design treatments;
- Details of how the Landscape Concept Plan addresses any conditions of the Environmental Audit for the land.

### **Conservation Management Plan**

A Conservation Management Plan prepared by a suitably qualified person(s). The Conservation Management Plan should also include a Heritage Interpretation Plan which provides options for how the future development of the land will incorporate design components that reflect identified heritage values of the land and buildings contained therein.

### **Residential Design Guidelines**

Residential Design Guidelines must be provided containing the following:

- Indicative building heights and setbacks;
- Indicative fencing height and form;
- Indicative car parking provision and location of garages, carports and car spaces and garage doors;
- Indicative building materials and architectural styles throughout the site;
- Indicative siting and orientation of buildings having regard to passive energy efficiency techniques and relevant considerations of Clause 54, 55 and 56 of the Scheme;
- Indicative acoustic treatments to potential noise sources;
- Indicative treatments for key interface areas (e.g. between open space areas and proposed development, within existing streetscapes, and between non-residential land uses and proposed development);
- Any particular design measures required by the Adverse Amenity Impact Report, Conservation Management Plan, Environmental Audit and Ecological Sustainable Design Strategy & Action Plan.

### **Neighbourhood Activity Centre Guidelines**

Neighbourhood Activity Centre Guidelines must be provided for the activity centre which:

- Are consistent with the Activity Centre Guidelines published by DPCD;
- Provide a community focus for West Yarraville;
- Provide for an appropriate level of commercial and community services for existing and new residents;
- Encourage housing where appropriate within the activity centre;
- Provide for a mix of retail floor space including a full line supermarket;
- Improve infrastructure and amenities, including the development of a safe, well lit and presented sheltered pedestrian pathway system linking all parts of the activity centre with car parking and public transport;
- Encourage the development of commercial and community uses, including childcare, which are integrated within the activity centre and the surrounding neighbourhood;

### **Ecological Sustainable Design (ESD) Strategy and Action Plan**

An Ecological Sustainable Design Strategy and Action Plan (ESD Strategy Plan) must be prepared in consultation with, and to the satisfaction of the Responsible Authority.

The ESD Strategy Plan must address the major components of the proposed development and construction processes and:

- Demonstrate best practice and the use of emerging technology;
- Compliance with all statutory obligations in environmental sustainability;
- Identify the level of sustainability performance standards to be adopted;
- Demonstrate the means by which the agreed level of sustainable performance standards will be achieved.

The ESD Strategy Plan must be based upon the following principles:

- Energy conservation, with the objective of contributing in a significant way to national and international efforts to reduce energy usage and greenhouse gas emissions;

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- Water conservation, ensuring that water resources are managed in a sustainable way;
- Water sensitive urban design and reducing the impacts of stormwater on bays and catchments. Adopt the principles as detailed in the “Urban Stormwater Best Practice Environmental Management Guidelines” (Melbourne Water);
- Transport planning with the aim to encourage walking, cycling and use of public transport;
- Land-use and transport planning and infrastructure provision to contribute to improved air quality;
- Reduce the amount of waste generated and encourage increased reuse and recycling of waste materials;
- Building materials conservation;
- Sustainability in demolition and construction practices;
- Landscaping considering the provision of habitat, green spaces, and climate control;
- Indoor environmental quality and healthy internal environments.

The ESD Strategy Plan must have regard to the following:

- If considered appropriate, the preparation of individual plans dealing with different aspects of the use and development;
- Specify when individual plans must be prepared;
- Identify responsibilities and detail an implementation and staging strategy;
- A strategy for review, maintenance and monitoring;
- New resident awareness and education to promote the objectives of sustainability.

### **Site Remediation Strategy**

Before a Development Plan is approved, a Site Remediation Strategy Plan must be submitted to the responsible authority that addresses and makes recommendations in relation to the:

- Options and a preferred approach to the remediation of soil and groundwater;
- Proposed pattern of land uses across the site;
- Targeted condition of the site as specified by the Environmental Auditor to suit the range of land uses;
- Locations across the site of proposed clean up work;
- Options for remediation technologies taking into account logistics, technology availability, estimated cost, and likely effectiveness;
- A schedule of remediation activities;
- Expected pattern/staging and indicative timeframes for signed Certificates and Statements of Environmental Audit across the site following the clean up of the site;
- Indicative site management and monitoring controls that will be necessary following each clean up activity; and
- Identifying the parties responsible for key activities and for subsequent site management and monitoring.

The Site Remediation Strategy Plan may be prepared in stages where the development is prepared in stages and must be to the satisfaction of the responsible authority (and Environmental Auditor if required).

### **Adverse Amenity Impacts Report**

An Adverse Amenity Impacts Report(s) prepared by a suitably qualified person(s) to the satisfaction of the Responsible Authority after seeking and considering the views of the Department of Transport and the Environment Protection Authority. The report must identify all potential adverse amenity impacts from nearby uses and consider:

- Whether the proposed use and development is likely to be affected by any industrial properties to the south and southwest of the site, the goods rail line and in particular the paint and coatings manufacturing in the vicinity;
- Whether the proposed use and development is likely to be affected by any remaining industrial uses within the Bradmill Precinct;
  - Whether the proposed use and development is likely to be affected by any odour, noise and dust sources from the industrial properties in Brooklyn to the north of Geelong Road and west to north-west of the site;
  - Noise, vibration and air pollution impacts from Francis Street, the goods rail line and Westgate Freeway;
  - What ameliorative or remedial measures can and will be taken to minimise or avoid the adverse impacts identified in the report.
  - Location of the Metropolitan Fire Brigade Station.

### **Affordable Housing Report**

An Affordable Housing Report incorporating how it is proposed to provide 5% of the overall housing stock as affordable housing. The report must also include criteria for determining affordable housing stock.

### **Construction Management Plan**

A Construction Management Plan (CMP) must be provided prior to any works including site remediation and demolition. The CMP must detail how the development of the land will be managed to ensure that the amenity of the nearby area is not detrimentally affected.

The CMP must address; demolition, site remediation, bulk excavation, management of the construction site, land disturbance, hours of construction, noise, control of dust, public safety, construction vehicle road routes and traffic management, soiling and cleaning of roadways, discharge of any polluted water and stormwater, security fencing, disposal of site waste, and any potentially contaminated materials, location of cranes, location of site offices, parking for construction staff vehicles and heavy construction vehicles, storage of plant and equipment, redirection of any above or underground services, protection of nominated trees, and site lighting during any night works.

The CMP must also address methods for responding to complaints associated with the construction works and provide site manager contact details.

### **Services and Infrastructure Report**

A Services and Infrastructure Report must be provided to identify all existing and proposed infrastructure requirements and easements (Water, Sewerage, Gas, Electricity, Telecommunications, Drainage, Storm Water overland flow points and Water Sensitive Urban Design) to service the proposed development.



Map 1 to the Schedule to Clause 43.04

